



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2304186
Applicant Name: Arthur Adamov
Address of Proposal: 7126 Martin Luther King Jr. Way South

SUMMARY OF PROPOSED ACTIONS

Master Use Permit to establish use for future construction of two 2-story retail/customer service office additions to existing retail buildings for a total of 18,591 sq. ft. Surface parking will be provided for 17 vehicles. Additions to be located where the existing south building and western portion of the north building will be removed under project #2300758. Alterations to the structures are designed to accommodate widening of MLK Jr Way S for Sound Transit improvements.

The following approval is required:

SEPA - Environmental Determination – SMC Chapter [25.05](#)

SEPA DETERMINATIONS: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions

☐ DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

BACKGROUND DATA

Project Description

Future construction of two 2-story retail/customer service office additions to existing retail buildings for a total of 18,591 sq. ft. Surface parking will be provided for 17 vehicles.

Additions to be located where the existing south building and western portion of the north building will be removed under project #2300758.

Site and Vicinity

The site is located on MLK Jr Way S. between S. Myrtle Street and S. Othello Street. MLK Jr Way S. is a main arterial and consists of four lanes of traffic and is improved with curbs, gutters and sidewalks. The site is also bound by 42nd Avenue S. to the east.

The site is approximately 20,217 square feet and is virtually flat. The site is occupied by a retail plaza and another building occupied by a laundromat. There is one existing curb cut located along MLK Jr Way S., which serves as access for most of the parking. There is an additional curbcut off of 42nd Avenue S.

The site is zoned residential Neighborhood Commercial 3 with a 65-foot base height limit (NC3-65). No portion of the site is designated environmentally critical on the City's ECA maps. Properties immediately to the north, south, east and west are also zoned NC3-65. The vicinity is comprised primarily of structures occupied by commercial use. A public park is located approximately 2 blocks southeast of the subject site.

The site is well served by public transit. Several bus stops are within close proximity.

Public Comment

DPD received no public comment related to the project.

ANALYSIS - SEPA

In the case of commercial additions, DPD requires a State Environmental Policy Act (SEPA) analysis for cumulative development exceeding 4,000 square feet, according to Director's Rule [23-2000](#). The applicant provided the initial disclosure of this development's potential impacts in an environmental checklist signed and dated on September 2, 2003. This information and the experience of the lead agency in similar situations form the basis for this analysis and decision. This report anticipates short and long-term adverse impacts from the proposal.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to increased dust and other suspended air particulates during construction; potential soil erosion during excavation and general site work; increased runoff; tracking of mud onto adjacent streets by construction vehicles; increased demand on traffic and parking from construction equipment and personnel; conflict with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these

impacts, they are not considered significant (SMC Section [25.05.794](#)). Although not significant, these impacts are adverse.

The SEPA Overview Policy (SMC [25.05.665 D](#)) states, “where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation”, subject to limitations. Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Critical Areas Ordinance (grading, soil erosion and stability); Street Use Ordinance (watering streets to suppress dust, obstruction of the rights-of-way during construction, construction along the street right-of-way, and sidewalk repair); Building Code (construction standards); and Noise Ordinance (construction noise). Compliance with these codes and ordinances will be adequate to achieve sufficient mitigation of potential adverse impacts. Thus, mitigation pursuant to SEPA is not necessary for these impacts. However, more detailed discussion of some of these impacts is appropriate.

Other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g., increased traffic during construction, increased use of energy and natural resources) are not sufficiently adverse to warrant further mitigation.

Parking

Short-term parking impacts involve additional parking demand generated by construction personnel and equipment. Limited on-street parking is available in the immediate vicinity. In light of the shortage of available on-street parking, DPD determines that short-term parking related to construction activity must be mitigated. DPD will therefore condition the project to provide that construction-related parking will occur on-site when feasible, and will not otherwise occupy on-street parking in the surrounding neighborhood. Prior to issuance of the construction permit, the applicant must provide a short-term parking management plan acceptable to DPD. During construction, the applicant shall ensure that project workers adhere to the approved parking plan. So conditioned, the project’s anticipated adverse short-term parking impacts will be adequately mitigated.

Long - Term Impacts

Long-term, or use-related, impacts anticipated by the proposal include an increase in interior floor space, potential increased parking demand, and a potential increase in traffic. These long-term impacts are not considered significant because the impacts are minor in scope. However, the potential parking impacts warrant further discussion and review.

Parking

Chapter 23.54 & 23.47 of the Seattle Municipal Code requires a total of eleven (11) parking spaces for the 11,898 SF of retail use and 6,291 SF of customer service office, as the site is located in a Pedestrian-1 Overlay. However, given the proposal, seventeen

(17) parking spaces will remain on site. The portion of MLK Jr. Way S. abutting the subject site is designated as a principal pedestrian street with a high volume of bus routes in the vicinity. In addition, the subject site is next to the proposed Light Rail “Othello Station” and is a direct result of Light Rail System Station Construction, which is utilizing a portion of the site. Therefore, it is determined that there will be adequate on-site parking spaces to accommodate unanticipated parking impacts. For this reason, no mitigation of parking impacts is necessary pursuant to SEPA.

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW [43.21C](#)), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW [43.21C.030\(2\)\(C\)](#).

[] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW [43.21C.030\(2\)\(C\)](#).

CONDITIONS – SEPA

Prior to Issuance of the Construction Permit

1. The owner(s) and/or responsible party(ies) shall submit construction parking management plan acceptable to the DPD Planner. The plan should show projected parking demand, as well as how short-term construction-related parking is to remain off-street in the surrounding neighborhood for the duration of construction. Acceptable alternatives may include parking on the site, accommodation in nearby parking lots, and transit incentives.

During Construction

The following condition to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

2. The applicant(s) and/or responsible party(ies) shall implement the approved construction parking management plan so as to ensure that all construction-related parking occurs off-street in the surrounding neighborhood and/or onsite.

Signature: (signature on file) Date: February 5, 2004
Bryan Stevens, Land Use Planner
Department of Planning and Development
Land Use Services

BCS;vc

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